

**Submission
No 28**

INQUIRY INTO IMPACT OF THE ROZELLE INTERCHANGE

Organisation: Drummoyne Business Chamber

Date Received: 22 March 2024

Submission to
PORTFOLIO COMMITTEE NO. 6
TRANSPORT AND THE ARTS
**Inquiry into and report on the impact of the Rozelle
Interchange**

by



Prepared by: Serge Derkatch
President

Date: 17 March 2024

Introduction:

The Drummoyne Business Chamber is a volunteer community body that has approximately 90 interested parties in its network, which comprises of mainly small businesses located near or around Victoria and Lyons Roads Drummoyne.

The Chamber has no legal status nor is it an incorporated entity. Its main purpose is to be conduit between Local businesses and the 3 tiers of government that impact our locality.

Our submission is based on verbal and anecdotal feedback received by the chamber's members and supporters. We do not have any access to data or associated analysis and can only offer the following comments and suggestions as to what we believe are the major impacts on local businesses due to the recent changes mainly caused by the Rozelle Interchange opening.

Our Objective:

The Chamber's objective is to:

- Offer comments and feedback on issues related to this inquiry
- Provide constructive suggestions on potential initiatives that we believe will benefit business and local communities in our locality
- Remain in touch with the proposed outcome that result from the inquiry
- Participate as required to assist in finding solutions to support local businesses.

Appearing before the committee:

It is not the intent of the chamber or any of its representatives to appear before the committee to give evidence as the nature of our response is to be constructive and looking forward on how to improve the situation.

Should the committee believe this to be otherwise, please contact the chamber for further discussions.

Issues to address – as per the committee terms of reference

Regardless of the outcome of the inquiry and the proposed action to be taken the single most important fact is that this piece of major infrastructure will be in place for decades to come and hence our submission would like to focus on critical issues that impact businesses and the surrounding communities and provide suggestions as to how to improve rather than how we got here and what went wrong!

We are not in position to comment on complex technical and planning matters and assume that others with relevant expertise will do so accordingly.

The two items that we believe our feedback relate to in the committee's terms of reference are:

- Item (f) the social, environmental and economic impacts of the Rozelle Interchange project on impacted communities
- Item (i) solutions to ease the congestion and gridlock that the opening of the Rozelle Interchange has created, including the impact of the Western Harbour Tunnel after opening.

Identified Issues:

1. Choking of local roads that feed into Victoria Rd during peak times and often on weekends, specifically
 - a. Lyons Rd
 - b. Day St
 - c. Edwin St
2. The sequencing of traffic lights specifically
 - a. Lyons Road and Victoria Roads

3. New bus lane after the Iron Cove Bridge on Victoria Rd to Darling Street:
 - a. The position of this new bus lane is impractical as its current operation does not work as the buses constantly have to be in the kerbside lane to pick up passengers and the dedicated bus lane cannot be use by other traffic.
4. Inconsistent treatment of parking zones along Victoria Rd outside of Peak hours:
 - a. The removal of short-term parking along Victoria Road between Day and Edwin Streets (even at night) is reducing access to businesses by customers.
 - b. The reduction of parking spaces due to recently constructed public spaces and developments along Victoria Rd, Church and Formosa Streets, hence putting pressure on parking and access to local businesses

All of the above items impact many businesses in Drummoyne as this congestion and continual pressure on parking is impacting business confidence and occupancy of commercial and retail premises.

Suggestions and Recommendations for improvement of congestion and improved access to businesses

The chamber acknowledges that there is no simple and immediate answer to resolve such complex and multifaceted issues, however we believe that there is existing infrastructure that could be utilized better through innovative solutions and technologies to improve access to businesses by their customers and potential help minimise congestion.

These include the following:

1. The **establishing for several parking hubs for both local businesses, and potentially commuters** to use, to access the proposed increased buses services along Victoria Rd.
2. The **use of the underutilised Bridj “blue buses” to provide shuttle services along Victoria and Lyons Roads** for customers, employees of local businesses and commuters to these parking hubs.

There are two potential locations for the exploration of such initiatives. The first is Birkenhead Shopping Centre, which during the week has an underutilised car park that could be operated by the proprietors as a parking hub in partnership with TfNSW. This could be initiated in a relatively short space of time as the infrastructure already exists.

The second location is for Canada Bay Council to develop a community hub which houses retail, commercial and parking facilities at the corner of Lyons Road and Victoria Road, on property that council already owns. A working example of this is what Lane Cove Council did with its carpark.

The other initiative that would be more complex to implement is to use the private parking spaces that are highly underutilise in the newly constructed commercial and residential complexes along Victoria Rd. This may be much harder to assess and implement however all of these buildings have many empty car spaces during the day that could be used for temporary parking. **This concept could be called a “social parking schemes”** or similar!

3. **Revisit the sequencing of the traffic lights**, in particular at Lyons and Victoria roads and Edwin and Victoria Rd.

These have been set up such that the traffic is held back to ease the pressure off the Rozelle Interchange and in turn has traffic banked up all the way to Gladesville, which has increased commute times across the Gladesville bridge to Drummoyne.

Also, the time interval for Traffic from Edwin and Lyons Road to enter Victoria Road, especially from the NE side of Drummoyne is far too short, often only allowing 2-3 cars to make these lights and in turn frustrating drivers

who at times decide to run these lights just to make this intersection, increasing the risk of serious accidents at this highly used intersection.

Conclusion and Closing Statement

There has to be an acceptance that it may not be possible to achieve the perfect solution, there is a need to acknowledge the following points:

- Outside peak periods both on week days and weekends, the infrastructure is of significant long-term benefit to the community in general
- The disappointment is that when it is most needed, it seems to have become worse than what was there before.
- Our following suggestions are:
 - Revisit the sequencing of traffic lights to a more equitable operation for Victoria Rd adjacent feeder streets.
 - Explore the potential of parking hubs run in conjunction with a reliable and flexible bus service
 - Revisit the inconsistency of parking arrangements along Victoria Rd to provide better access to local businesses

We look forward to the committees finding and report.

Signed:

President



Drummoyne
Business Chamber

Examples of Traffic Congestion Examples outside of Peak times

On

Victoria Rd, just after the Gladesville Bridge Travelling East



Date: Sat 17 Feb 2024
Time: 18:00



Date: Sat 17 Feb 2024
Time: 11:35



Date: Fri 16 Feb 2024
Time: 18:16